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ATO: "Back to the Basics"

CUSTOMERS

Commercial Aviation

- Airlines
- Cargo

Business Aviation

Private Aviation

DHS (and other Govt. agencies)

Military (DOD)*

* *Partner with ATO*

OWNERS

U.S. citizens *

Traveling public *

Taxpayers *

* *As represented by Congress*

Office of Management and Budget

Secretary of Department of Transportation

Inspector General



EMPLOYEES

ATO Individual Federal Employees

Labor Unions

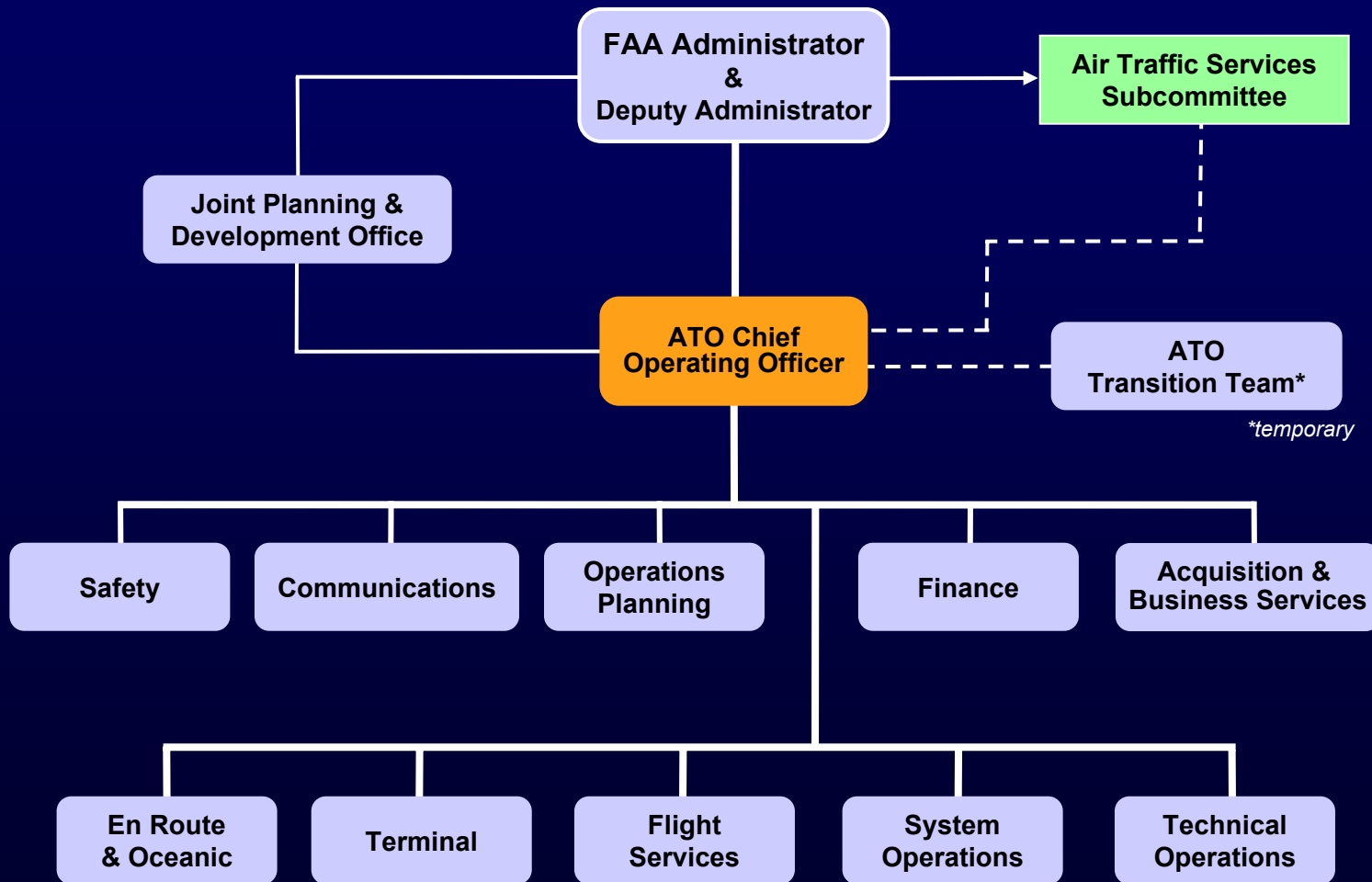


Using Metrics to Manage in the ATO



TODAY	TOMORROW
Focus on inputs (\$\$s, staffing)	Focus on outcomes/results
Manage budgets	Manage costs
Measure system level performance ONLY	Measure performance at all levels
Access to data is restricted	Access to data is transparent
Plans and budgets are disconnected	Plans and budgets are integrated
Financial decisions are centralized	Financial decisions are decentralized
No process to ensure effective execution of strategy	Create and implement process to effectively execute strategy

Reporting in New Organization



Air Traffic Services

- Separation assurance
- Flight Planning
- Airspace Management
- ATC Advisory
- Traffic Management – Synchronization
- Traffic Management – Strategic Flow
- Infrastructure & Information Management
- Emergency and Alerting
- Navigation

Keep in mind: it's not just the technology, the organization, or the user; ***it's all of it!***



Service Evolution Plan

- Describes how ATC services will evolve through 2015
 - Basis, integral part of NAS Architecture
 - Direct relationship to ATO LSU objectives (9)
 - Provides strategic overview:
 - Changes in service delivery performance as viewed by customer
 - Activities to reduce cost of service delivery and/or increase service performance
- Provides consolidated roadmap for change



Target System Description

- What we learned
 - We can't afford it
 - High cost for maintaining services
 - Maintaining infrastructure is high cost
 - CIP down 15% (2.5M)
 - Need to revisit TSD assumptions in light of budget realities
- New organization (ATO) looking at F&E and Ops together more closely
 - Any new FAA investment must be offset by cost reductions to FAA directly (and not by user benefits alone), or we can't afford it



What's Changed? What's Changing? Communications Programs

- NEXCOM Segment 1a “Multimode Radio”
 - Funding not affected – Installation begins this year
- NEXCOM Segment 1b “Ground System”
 - Unaffordable – Funding available in FY08
 - Sustaining radio control infrastructure
 - Utilizing initiatives of the Radio Spectrum Plan
- “All Domain” NAS Voice Switching
 - Defining requirements
 - Dynamic Resectorization is key component
- FAA Telecommunications Infrastructure (FTI)
 - Funding not affected – 4 of 7 key sites installed
 - Voice?
- Datalink



The map is a hand-drawn diagram representing flight routes. At the top center is a circular logo for the Federal Aviation Administration, featuring an eagle and the words "FEDERAL AVIATION ADMINISTRATION". Below the logo, several flight paths are indicated by dashed lines connecting different locations.

- Top Section:** A path connects "HAZARD MO" to "MOBILE MO". Above this path is the label "DAL 473 M" and below it "N285Q".
- Middle Section:** A path connects "HAZARD MO" to "GENESEE AL". Above this path is the label "O. SN467 P-DEL".
- Bottom Section:** A path connects "HAZARD MO" to "GENESEE AL". Above this path is the label "AAL 752 M" and below it "N285Q".

Distances and headings are noted along the paths:

- Between HAZARD MO and MOBILE MO: "100 NM" and "100 NM".
- Between HAZARD MO and GENESEE AL: "100 NM" and "100 NM".
- Between MOBILE MO and GENESEE AL: "100 NM" and "100 NM".

Other labels include "N285Q", "O. SN467 P-DEL", and "AAL 752 M".

International Objectives:

- Next Generation Future Communications Joint Study
 - Working with EURCONTROL to study A/G Communications Interoperability
- Updating the Manual on ATS Voice Switch Signaling with EUROCAE to introduce Voice over IP to the suite choices
- Working with ICAO on the integration of voice and data
- Working with EUROCONTROL to develop standards for implementing IPv6 in lieu of ISO standards
- Plans to conduct Mode 3 interoperability testing with Japan

What's Changed? What's Changing? Navigation Programs

- Local Area Navigation System (LAAS)
 - benefits lower than before
 - business case unclear
- Zeroed in 2005 budget – but not cancelled
- FY-04 funds will be used for R&D
 - integrity analysis
 - GPS vulnerability
- Objective – Cat III Landing System
 - immune to interference
 - no backup required



What's Changed? What's Changing? Surveillance Programs

- No impact on current surveillance programs
 - ASR-11, ATCBI-6 programs continuing
 - Mode S/ASR-9 SLEP in planning stages
 - ASDE-X on track
- ADS-B Business Case under development
 - ADS-B integral part of NAS Architecture
 - Investment Decision planned for Dec 04
 - Affordability uncertain



Where You Can Help

- Spectrum Efficiency
- Future Communications
- Multifunction Avionics
- SWIM



NAS Architecture 5: NAS Wide View

<http://www.nas-architecture.faa.gov/>

Home

Site Search

Reference & Tutorial

Comment

Status

VIEWS

NAS

Financial

Location

FAA Services

Requirements

FAQ

The Federal Aviation Administration

National Airspace System Architecture 5

Home - Other Tools - NAS View

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Air Traffic Services Group

Tower

Automation

Navigation

Communication

Arrival/ Departure

History:

Instructions: Select the domain for which and systems. Select Automation, Commu to view the evolution of syste

If you are interested in a pa timescale at the top of the s

Data Last Updated On:05-Jan-2004 15:33

Programmatic Information

- [s01] Airport Surface Movement Detection
- [s01 02-00] Airport Movement Area Safety System (AMASS)
- Airport Movement Area Safety System (AMASS) - FAAFE
- Airport Movement Area Safety System**
- [TOWER] Tower/Surface Primary
- Airport Surface Detection Equipment
- Airport Movement Area Safety System (AMASS) - FAAFE
- Airport Movement Area Safety System**

Legend: Program, Project, Segment, Mechanism

Mechanism Predecessor/Successor Schedule

no data found.

---predecessors above---

Airport Movement Area Safety System (AMASS)

---successors below---

no data found.

Legend: Design Phase, Installation Phase, Daily Operations, Decommission

Location Schedule

Location	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
DALLAS/FORT WORTH INTERNATIONAL (ATCT)	<<<															
MEMPHIS INTL (ATCT)	<<<															
PHILADELPHIA INTL (ATCT)	<<<															
PHOENIX SKY HARBOR INTL (ATCT)	<<<															
PITTSBURGH INTERNATIONAL (ATCT)	<<<															
PORTLAND INTL (ATCT)	<<<															
PROGRAM SUPPORT FACILITY - EAST (TEST CENTER)	<<<															
THE WILLIAM B HARTSFIELD ATLANTA INTL (ATCT)	<<<															
WASHINGTON DULLES INTERNATIONAL (ATCT)	<<<															
FAA ACADEMY (REGIONS)																
CLEVELAND-HOPKINS INTL (ATCT)																
GENERAL EDWARD LAWRENCE LOGAN INTL (ATCT)																
NEWARK INTL (ATCT)																
SEATTLE-TACOMA INTL (ATCT)																
MIAMI INTL (ATCT)																
CINCINNATI/NORTHERN KENTUCKY INTERNATIONAL (ATCT)																
JOHN F KENNEDY INTL (ATCT)																
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN/ (ATCT)																
KANSAS CITY INTL (ATCT)																
DETROIT METROPOLITAN WAYNE COUNTY (ATCT)																
SAN FRANCISCO INTL (ATCT)																
LOS ANGELES INTL (ATCT)																
CHICAGO O'HARE INTL (ATCT)																
SALT LAKE CITY INTL (ATCT)																
LAMBERT-ST LOUIS (ATCT)																

Legend: Delivery Phase, Daily Operations, Data Error

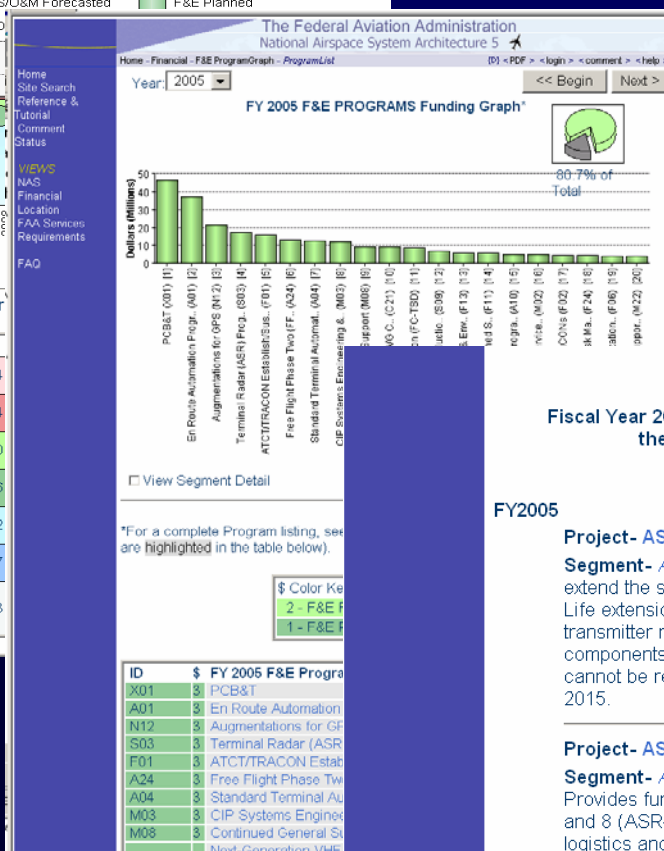
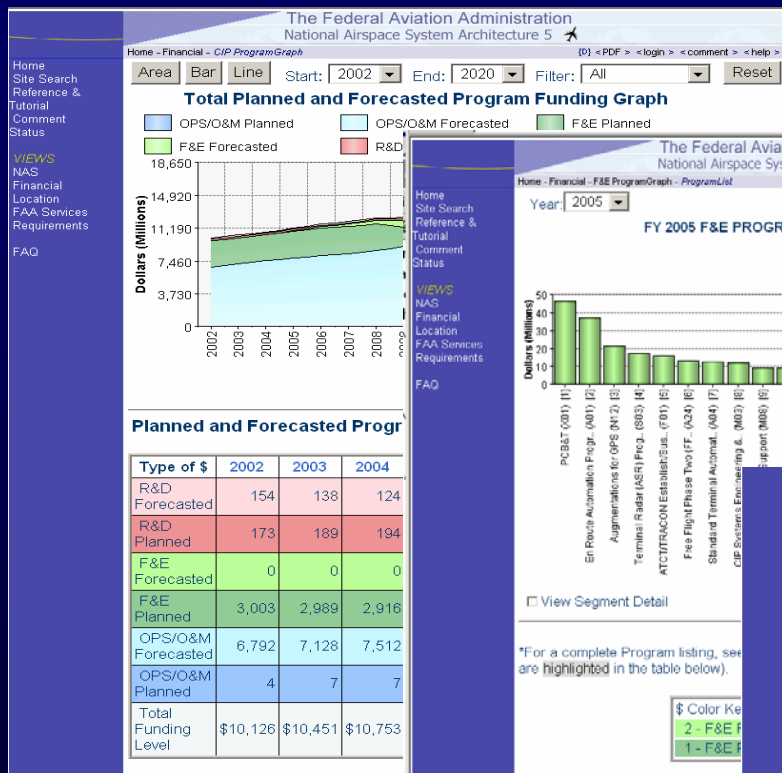
Operational Improvements

Current Aircraft To Terrain / Obstacle Separation

Current Surface Separation



NAS Architecture 5: Finance View



Fiscal Year 2005 Breakout of the Projects and Segments that compose the Program: Terminal Radar (ASR) Program (276) (Dollars in Millions)

FY2005

Project- ASR-9 - SLEP [S03.01-01] (ID:878)

24.5

Segment- ASR-9 SLEP [FAAFE] (ID:4262) - Provides funds to extend the service life of airport surveillance radar - model 9 (ASR-9). Life extension modifications include (1) provisioning of the ASR-9 transmitter modification, (2) providing additional spares for major components, and (3) developing replacement for obsolete parts that cannot be repaired to maintain system operation until approximately 2015.

24.5

Project- ASR-11 [S03.02-01] (ID:879)

146.7

Segment- ASR-11 (ASR-7/ASR-8 Repl) [FAAFE] (ID:1782) - Provides funds to replace existing airport surveillance radars - Models 7 and 8 (ASR-7/8) with ASR-11 digital radar equipment, including logistics and program support. Provides radar systems for new establishments.

146.7